Summary of California Advanced Clean Car Regulations

CCR Title 13 Main	Subsequent section	Descriptions
§ 1960.1		**Exhaust Emission Standards and Test Procedures – 1981 through 2006 Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles**
§ 1960.1	Subsection (r)	The clarification is needed to extend the applicability of the 4,000-mile SFTP standards through the 2021 model year to accommodate the delayed LEV III phase-in for small volume manufacturers. Because small volume manufacturers may still be certifying LEV II test groups in the 2021 model year, this change is necessary to clarify that such test groups will be subject to the 4,000-mile SFTP standards instead of the 150,000-mile SFTP standards applicable to LEV III vehicles.
§ 1961		**Exhaust Emission Standards and Test Procedures – 2004 through 2019 Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles**
§ 1961	§ 1900. Definitions. Subsection (b)(22)	Qualifying language has been added to the definition of a small volume manufacturer. The new text allows manufacturers that meet the 4,500 vehicle sales threshold for a small volume manufacturer, but are partially or fully owned by another manufacturer, to still qualify as "small volume manufacturers," if they remain operationally independent from the company that owns them. This definition is being modified to remove language that restricts the model years to which this qualifying language applies.
1961	Subsection (a)(1)	This subsection has been revised to allow 2015-2019 MY LEV II vehicles to certify to combined NMOG+NOx standards instead of separate NMOG and NOx standards. It is necessary to revise this subsection to allow 2015-2019 model year LEV II SULEVs that receive a partial zero-emission vehicle (ZEV) allowance and 2015 – 2016 model year vehicles that are allowed to certify to LEV II SULEV standards using "carryover" of emission test data to certify to combined NMOG+NOx standards instead of separate NMOG and NOx standards. It is also necessary to revise this subsection to clarify that LEV II vehicles that certify to combined NMOG+NOx standards must meet the combined standards at 150,000 miles. The LEV III phase-in requirement in section 1961.2 subsection (b)(2) says that for the 2015 through 2019 model years, vehicles may only be certified to LEV II SULEV standards if they have previously been certified to these standards. Vehicles that are certifying to these emission levels for the first time must be certified to LEV III standards. It is necessary to amend this subsection to remove text that erroneously suggests that vehicles that have not previously been certified to LEV II SULEV standards may be certified to them in the 2015 through 2019 model years.
	Subsection (b)(1)(A)	This subsection has been revised to allow manufacturers to meet an NMOG+NOx fleet average standard rather than an NMOG fleet average standard for the 2014 model year.

		The footnote for this table erroneously says that MDPVs are included in the LEV II fleet average NMOG value for LDTs 3751 lbs. LVW – 8500 lbs. GVW. It is necessary to change the text to correct this error.
	Subsection (d)	It is necessary to change the "as amended" date for both the "California 2001 through 2014 Model Criteria Pollutant Exhaust Emission Standards and Test Procedures and 2009 through 2016 Model Greenhouse Gas Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles" and the "California Non-Methane Organic Gas Test Procedures," to incorporate by reference the versions of these documents that include the modifications from this rulemaking.
§1961.2		**Exhaust Emission Standards and Test Procedures - 2015 and Subsequent Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles** The introduction to this section was modified to allow the Pooling Provision to apply to this entire section, rather than to just the fleet average. It is necessary to add text to the introduction to clarify that all medium-duty vehicles with a gross vehicle weight rating of less than or equal to 10,000 pounds GVW must meet LEV III chassis standards beginning with the 2020 model year, as apparent from title 13, CCR section 1956.8 subsection (c)(1)(B), footnote B to the table and subsection (h)(2), footnote A to the table Subsection (a)
	Subsection (a)(1)	This subsection has been revised to allow 2015-2019 MY LEV II vehicles to certify to combined NMOG+NOx standards instead of separate NMOG and NOx standards. It is necessary to revise this subsection to allow 2015-2019 model year LEV II SULEVs that receive a partial zero-emission vehicle (ZEV) allowance and 2015 – 2016 model year vehicles that are allowed to certify to LEV II SULEV standards using "carryover" of emission test data to certify to combined NMOG+NOx standards instead of separate NMOG and NOx standards. It is also necessary to revise this subsection to clarify that LEV II vehicles that certify to combined NMOG+NOx standards must meet the combined standards at 150,000 miles. The LEV III phase-in requirement in subsection (b)(2) says that for the 2015 through 2019 model years, vehicles may only be certified to LEV II SULEV standards if they have previously been certified to these standards. Vehicles that are certifying to these emission levels for the first time must be certified to LEV III standards. It is necessary to amend this subsection to remove text that erroneously suggests that vehicles that have not previously been certified to LEV II SULEV standards may be certified to them in the 2015 through 2019 model years. The correct CO standards for LEV III medium-duty vehicles (MDVs) in the

		regulations is included.
	Subsection (a)(2)	The title of this subsection has been modified to "LEVIII" Particulate Standards. This subsection contains the LEV III particulate standards for passenger cars, light-duty trucks, and medium-duty passenger vehicles, as the title states. However, the first sentence erroneously leaves out the word "passenger," when describing the medium-duty vehicles to which it applies. It is necessary to amend this subsection to add the word "passenger" to the text, because the LEV III particulate standards for medium-duty vehicles, other than medium-duty passenger vehicles, are contained in the following subsection (a)(2)(B).
	Subsection (a)(2)(B)	This subsection has been modified to allow manufacturers to meet the phase-in requirements for the LEV III medium-duty vehicle particulate standards based on a percentage of the combined sales of medium-duty vehicles weighing 8,501 to 10,000 pounds GVWR and medium-duty vehicles weighing 10,001 to 14,000 pounds GVWR, rather than separate percentages for the two weight classes.
	Subsection (a)(2)(D)	This subsection has been modified to provide manufacturers with an alternative compliance option for meeting the particulate matter standards.
	Subsection (a)(2)(D)1	It is necessary to add language to clarify that a manufacturer that certifies its vehicles to this alternative phase-in schedule must still meet the requirement that 100% of those vehicles meet the applicable standard in the 2021 model year.
	Subsection (a)(2)(D)2	It is necessary to add language to clarify that a manufacturer that certifies its vehicles to this alternative phase-in schedule must still meet the requirement that 100% of those vehicles meet the applicable standard in the 2028 model year.
	Subsection (a)(2)(D)3	It is necessary to add language to clarify that a manufacturer that certifies its vehicles to this alternative phase-in schedule must still meet the requirement that 100% of those vehicles meet the applicable standards in the 2021 model year.
	Subsection (a)(6)	The NMOG+NOx standards that are applicable to this subsection are given in terms of three decimal places. It is, therefore, appropriate to round off the measured emission values to three decimal places. However, the current proposed text specifies that the emissions values be rounded to two decimal places. This error has been corrected.
	Subsection (a)(7)(A)	This subsection has been modified to allow early compliance with 150,000-mile SFTP standards for model year 2014 vehicles. It has also been modified to require LEV III flex-fueled vehicles to test only on LEV III certification gasoline. The purpose of this change is to align with the LEV III FTP allowance for early compliance for model year 2014 vehicles.
	Subsection (a)(7)(A)2	This subsection has been modified to clarify how to project full useful life emission values for vehicles continuing to certify to LEV II SFTP emission standards during the LEV III SFTP phase-in period ("carry-over" test groups). It has also been modified to allow the use of full useful life

		SFTP values in lieu of projections if such values are used to certify to the 4,000-mile emission standards. This has been modified in order to ensure clarity for manufacturers and avoid confusion during the certification process. The rule would modify the *SFTP NMOG+NOx and CO Composite Emission Standards for 2015 and Subsequent Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles* Table to clarify the test weight requirements for LEV II vehicles used in the LEV III SFTP Option 2 fleet average. Footnote 2: The rule would clarify that for federally-certified test groups certifying in California in accordance with Section H subparagraph1.4 of the "California 2015 and Subsequent Model Criteria Pollutant Exhaust Emission Standards and Test Procedures and 2017 and Subsequent Model Greenhouse Gas Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles," the full-useful life emission value used to comply with federal full-useful life SFTP requirements may be used in the sales-weighted fleet-average without applying an additional deterioration factor. Footnote 4: The rule would clarify that, for the purposes of the LEV III SFTP Option 2 fleet average, the required bin increments of 0.010 g/mi and the bin emission value cap of 0.180 g/mi only apply to LEV III test groups. Footnote 5: A reference in this footnote to footnote 7 would be corrected to refer to footnote 2 as intended.
	Subsection (a)(7)(B)	This subsection has been modified to require LEV III flex-fueled vehicles to test only on LEV III certification gasoline. The purpose of this change is to avoid excessive SFTP testing burden for flex-fueled vehicles. It has also been modified to reduce the significant figures of the SFTP PM emission standards. This change is being proposed to align the PM standards measurement resolution with the current resolution of PM measurement equipment.
	Subsection (a)(7)(C)	This subsection has been modified to require LEV III flex-fueled vehicles to test only on LEV III certification gasoline. The purpose of this change is to avoid excessive SFTP testing burden for flex-fueled vehicles. Also, the naming convention for the UC cycle has been changed to "Hot 1435 UC," to clarify that the required test cycle is a modified UC cycle. In addition, the subsection was modified to clarify how to determine horsepower for the purposes of the MDV standards and to allow manufacturers to use FTP emissions values in place of SC03 emissions values in the composite emission equation. The purpose of this change is to avoid excessive SFTP testing burden for MDVs. Air conditioning provides a relatively small load for an MDV engine and FTP emissions results would be similar to SC03 emissions results.
	Subsection	This subsection has been modified to require LEV III flex-fueled vehicles

	(a)(7)(D)	to test only on LEV III certification gasoline. The purpose of this change is to avoid excessive SFTP testing burden for flex-fueled vehicles. It has also been modified to reduce the significant figures of the SFTP PM emission standards. This change is being proposed to align the PM standards measurement resolution with the current resolution of PM measurement equipment. Also, the naming convention for the UC cycle has been changed to "Hot 1435 UC," to clarify that the required test cycle is a modified UC cycle
	Subsection (a)(8)(A)1	Three of the values in the table have been corrected to align them with the proposed values set forth in the "California 2015 and Subsequent Model Criteria Pollutant Exhaust Emission Standards and Test Procedures and 2017 and Subsequent Model Greenhouse Gas Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles."
	Subsection (a)(8)(C)(2)	This subsection has been modified to allow interim in-use SFTP emission standards for new certifications through the 2020 model year. The purpose of this change is to align with the interim in-use standards for LEV III FTP.
	Subsection (a)(9)	This subsection has been modified to revise the time period under which a vehicle that uses a zero emission energy storage device must warranty that storage device in order to generate additional NMOG+NOx Fleet Average Credit. This revision is needed to maintain consistency with the ZEV regulations set forth in title 13, CCR, §1962.1(c).
	Subsection (a)(10)	The word "shall" has been changed to "may" to make it clear that vehicles that certify to the LEV III SULEV30 or the LEV III SULEV20 standard are not required to generate partial ZEV credits.
	Subsection (b)(1)(A)	NMOG+NOx fleet average standards have been added to the table for the 2014 model year, to provide an alternative to the NMOG fleet average standards in section 1961. The footnote for this table erroneously says that MDPVs are included in the LEV II fleet average NMOG value for LDTs 3751 lbs. LVW – 8500 lbs. GVW. It is necessary to change the text to correct this error.
	Subsection (b)(1)(A)1	Text from this subsection has been moved to the Introduction to this section to show that it applies to the entire section. Clarifying language has also been added. It is necessary to revise this subsection to clarify that determination of a manufacturer's compliance with the 2018 and subsequent model year partial ZEV anti-backsliding requirement, which is based on a three year average of the manufacturer's partial ZEV production, will start with the 2020 model year. It is necessary to add text to this subsection to indicate how compliance with this requirement will be determined. An average of three model years is appropriate to account for fluctuations in yearly vehicle sales due to economic conditions.

	Subsection (b)(1)(A)2	This subsection has been modified to allow manufacturers to use projected sales data rather than actual sales data to determine the minimum number of SULEV30 and SULEV20 vehicles they must produce in the 2018 and subsequent model years.
	Subsection (b)(1)(B)1.a	An error in the formula for PC and LDT1 has been corrected.
	Subsection (b)(1)(B)1.b	Errors in the formula for LDT2 and MDPV have been corrected.
	Subsection (b)(1)(B)1.c	The table has been modified to allow vehicles certified to federal standards to be included in the fleet average NMOG+NOx calculation based on the actual standards to which they certify. Also, values have been added to the table for LEV II LEV ULEV medium-duty vehicles.
	Subsection (b)(1)(B)2	This subsection has been amended to correct an error in the Zero-emission VMT Allowance values that may be used in the calculations.
	Subsection (b)(1)(B)3	This subsection has been deleted, because it is no longer needed, due to the modifications to subsection (b)(1)(B)1.c.
	Subsection (b)(1)(C)1	This subsection has been modified to provide an additional two year lead time before small volume manufacturers are required to certify to ULEV125 standards. This change aligns the compliance dates for certifying to these new standards with the compliance dates by which these manufacturers must certify to the 3 mg/mi particulate standards and by which they must certify 100 percent of their fleet to LEV III standards.
	Subsection (b)(1)(D)	LEV III compliance is based on NMOG+NOx fleet average requirements. However, the current regulatory language refers to a NMOG fleet average, rather than a NMOG+NOx fleet average. It is necessary to correct this error, since no LEV III NMOG fleet average exists.
	Subsection (b)(2)	This subsection has been modified to allow manufacturers to carryover the certification of vehicles that were certified as LEV II SULEVs prior to the 2015 model year for the 2015 and 2016 model years. This change was needed to accommodate manufacturers' production plans that are already in place. This subsection has also been modified to provide small volume manufacturers with an additional two years of lead time before they must certify all their vehicles to LEV III standards. This change was needed to align their requirement for 100% certification of LEV III vehicles with the year that they must meet a more stringent fleet average and more stringent particulate matter standards.
	Subsection (b)(3)(A)	Unnecessary text has been removed.
	Subsection (c)(3)	It is necessary to add text to this subsection to clarify that fleet average emission credits provisions that apply to LEV III will be applicable starting in the 2015 model year, which is when the LEV III program begins.
	Subsection (c)(3)(A)	A reference for determining a vehicle's equivalent all electric range (EAER) has been corrected to section G.11.4 within the incorporated test procedure.
	Subsection	It was necessary to add this subsection to the regulations to provide an

	(b)(3)(C)	alternate phase-in schedule of LEV III vehicles for those manufacturers that produce too few medium-duty vehicle test groups to be able to meet the percent requirements for the phase-in of LEV III vehicles.
	Subsection (b)(4)(A)2	To improve clarity, the proposal would remove some redundant regulatory language and instead, reference subsection (a)(7)(A)2, where the requirements are currently duplicated.
	Subsection (c)(1)(B)	This subsection currently incorrectly describes the types of vehicles to which this subsection applies. It is necessary to amend this subsection to correct that description.
	Subsection (c)(2)(A)	The year of applicability for this section has been corrected to align it with the year that the LEV III regulations will apply to medium-duty vehicles. The first term, which applies to vehicles certified to LEV standards, was inadvertently omitted. It has been added back in to the formula. The multiplying factors have been corrected to two decimal places to make the formulas more accurate. Also, other errors in the formulas have been corrected
	Subsection (c)(2)(B)	This subsection has been amended to correct an error in the Zero-emission VMT Allowance values that may be used in the calculations. Also, the formulas that apply to vehicles certified to LEV standards were inadvertently omitted. These have been added back in.
	Section (d)	Amendments to this section are needed to update the "last amended" dates for the test procedures that are incorporated by reference in section 1961.2.
	Subsection (f)	This new subsection adds a severability provision to section 1961.2.
§1961.3		**Greenhouse Gas Exhaust Emission Standards and Test Procedures - 2017 and Subsequent Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles.**
	Subsection (a)(3)(C)4	It is necessary to add text to this subsection to allow a manufacturer to demonstrate that it meets the eligibility requirements to request alternative fleet average greenhouse standards by demonstrating that it has successfully demonstrated compliance with the identical requirements in the 2017 through 2025 MY National Greenhouse Gas Program.
	Subsection (a)(5)(D)1	This subsection has been modified to eliminate the requirement that a manufacturer that elects to pool its emissions report that selection to ARB prior to the start of each model year to which that selection applies.
	Subsection (a)(5)(D)3	This subsection has been modified to add clarifying language.
	Subsection (a)(6)(B)	The last bullet in this subsection is meant to be a reporting requirement that an A/C Direct Emissions Credit application must meet, instead of one of the criteria that an A/C system must meet in order to qualify for A/C Direct Emissions Credit. However, this was unclear to manufacturers based on 45-day comments received by ARB. Consequently, this subsection has been revised to clarify the intent of the language.
	Subsection (a)(6)(C)1	The definition of SAE LR has been changed to require the February 2012 version of SAE J2727 rather than the August 2008 version. This

		change is needed to require the most up to date procedures. The Note describing allowed versions SAE J2727 has been changed to identify the February 2012 version instead of the August 2008 version. This change is needed for consistency with the change in the definition of SAE LR. i.e., it is needed to require the most up to date procedures.
	Subsection (a)(6)(C)2	The definition of SAE LR has been changed to require the February 2012 version of SAE J2727 rather than the August 2008 version. This change is needed to require the most up to date procedures. The Note describing allowed versions SAE J2727 the version of SAE J2727 has been changed to discuss the February 2012 version instead of the August 2008 version. This change is needed for consistency with the change in the definition of SAE LR. i.e., it is needed to require the most up to date procedures.
	Subsection (a)(7)(E)	It is necessary to amend this subsection to reference the currently applicable AC17 test procedure.
	Subsection (a)(10)	The section deals with the in-use compliance standards for vehicles certifying to the greenhouse gas standards.
	Subsection (a)(11)	It is also necessary to add text to this subsection to reaffirm and clarify the commitment that California made towards participating in USEPA and NHTSA's "mid-term review" of the 2022 through 2025 model year national greenhouse gas standards.
	Subsection (b)(4)(A)	This subsection currently says, "For a given model year, a manufacturer that has Greenhouse Gas credits remaining after equalizing all of its Greenhouse Gas debits may use those Greenhouse Gas credits to comply with its ZEV obligations for that model year, in accordance with the provisions set forth in the "California Exhaust Emission Standards and Test Procedures for 2009 through 2017 Model Zero-Emission Vehicles and Hybrid Electric Vehicles, in the Passenger Car, Light-Duty Truck and Medium-Duty Vehicle Classes."" However, this referenced document does not contain any such provisions. It is, therefore, necessary to delete the reference to this document from this subsection.
	Subsection (b)(4((A)(c)	It is necessary to add text to this subsection to accept compliance with the 2017 through 2025 National greenhouse gas program as compliance with California's greenhouse gas regulations for these model years.
	Subsections (b)(4((A)(c) through (f)	It is necessary to re-letter these subsections as (d) through (g), since a new subsection (c) has been added.
	Subsection (b)(4((A)(f)(13)	The final rule for the 2017 through 2025 MY National Greenhouse Gas Program does not contain a definition for the "EPA Vehicle Simulation Tool." Since the California LEV III greenhouse gas regulations require the use of this model, it is necessary to modify this subsection to reference the proposed rule in this definition.
	Subsection (f)(17)	It is necessary to modify this subsection to correct errors in the definition of "full-size pickup truck."
	Subsection	It is necessary to add a definition for "2017 through 2025 MY National

	(f)(25)	Greenhouse Gas Program," since this program is referred to in this section of the regulations.
	Subsections (f)(25) through (f)(36)	It is necessary to re-number these definitions, dues to the addition of a new definition (e)(25).
§ 1962.1		**Zero-Emission Vehicle Standards for 2009 through 2017 Model Year Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles** Clarified the test procedures from "2009 and Subsequent" to "2009 through 2017"
	(a)	Changed "2009 and subsequent model" to "2009 through 2017 model year";
	(a)(1)	"LEVII" Exhaust Standards. The replacement of separate NMOG and oxides of nitrogen (NOx) standards with combined NMOG plus NOx standards, providing automobile manufacturers with more flexibility in meeting these stringent standards;
	(b)(1)(A)	Word "section" was changed to "subdivision"; Clarified the manufacturer's requirements based on the annual NMOG production for the appropriate model year.
	(b)(1)(B)	Clarified how the number of vehicles to which the percentage ZEV requirements is applied; how three years average method or the same year model year method can be switched.
	(b)(1)(B)1	Clarified how the same year method can be used for 2009 through 2011 model years for ZEV obligation
	(b)(1)(B)2	Clarified how prior year method works for 2012 through 2017; All LDTs will be counted.
	(b)(2)(B)(1)g	Clarified the carry-over of excess credits from 2005 through 2008 model years, 2009 through 2011 can be used
	(b)(2)(D)1	Clarified the credits for compliance for model years 2012 through 2014. Language in this subsection has been updated to improve readability.
	(b)(2)(D)2	Clarified the credits for compliance for model years 2015 through 2017. Language in this subsection has been updated to improve readability.
	(b)(2)(D)4	Clarified how additional credits for ZEVs placed at transportation systems can be used.
	(b)(2)(E)	Deleted. Requirements for 2018 and subsequent model years have been moved to section 1962.2.
	(b)(3)	Allowed IVMs to meet their entire ZEV requirement through delivering the sale of PZEVs for 2009 through 2017 model years; The IVM's overall credit requirement in model year 2015 through 2017 is reduced to allow more time for transition into more stringent requirements starting in model year 2018.
	Subsection (c)(3)(A)	The revision date and revision number for Society of Automotive Engineers (SAE) J2841 has been updated. This change is needed to incorporate by reference the correct version and date of this document. Additionally, the amended date of the incorporated test procedure has been updated.

		A reference for determining a vehicle's equivalent all electric range (EAER) has been corrected to section G.11.4 within the incorporated test procedure.
	(b)(4)	Clarified to ensure SVMs and ILVMs are able to earn and market TZEV and AT PZEV credits.
	(b)(5)	Deleted. Followed NMOG calculations in section 1961 n counting ZEVs and PZEVs.
	(b)(&)(A)	Clarified the lead time for the ZEV regulation as manufacturer increases in California production volume from 2009 through 2017 model years and that starting in model year 2018.
	(b)(7)(C)	Clarified California production volume in change of ownership situations. The model year determination is to be based on the earlier model year if two model year vehicles are produced simultaneously.
	(c)(2(A)	Clarified PZEV requirements for 2009 through 2014 model years; and separate standards from the 2015 through 2017 model years based on NMOG + NOx standard and SULEV 20 or 30 to earn credit within the ZEV regulation.
	(c)(2)(B)	Clarified separate 2009 through 2014 model year standards and from 2015 through 2017 model year standards due to new LEVIII criteria pollutant standards.
	(c)(3)(A)	Clarified a manufacturer's zero emission VMT allowance
	(c)(3)(B)	Alternative procedures subdivision which allows hydrogen internal combustion engine vehicles to qualify for zero emission vehicle miles traveled (VMT) PZEV allowance. These hydrogen internal combustion engine vehicles, and those vehicles will continue to qualify as TZEVs in 2012 and subsequent model years.
	(c)(4)(B)(1)	Type C HEV allowance is deleted to represent those needed for ZEVs and also no manufacturers have certified under this subdivision.
	(c)(4)(B)(4)	Type C HEVs subdivision is being deleted.
	(c)(4)(B)(5) through (8)	Clarified HEVs standards through 2017 model years.
	(c)(4)(B)(9)	Simplified the severability language.
	(c)(7)(B)	Clarified that no additional VMT allowance if the vehicles is purchased or offered for an extended lease after model year 2011.
	(d)(5)	Clarified applicable standards for credits from 2009 through 2017 model years ZEV.
	(d)(5)(A)	Modified to define Type 1.5x and Type IIx (range extended BEVs) to earn vehicle credits.
	(d)(5)(B)	Clarified the "fast refueling capability" requirement from 2009 through 2017 model years for Type III, IV or V ZEVs.
	(d)(5)(C)	Clarified the credits for 2009 through 2017 model years for all ZEV tiers. Clarified also that the vehicle must delivered for sale and placed in service in a Section 177 state or in California to earn the total credit amount. The total credit amount will be earned in the state (i.e. California or a Section 177 state) in which the vehicle was delivered for sale. It also modified to place a five year limit to collect "placed in

		service" credit. It also modified that Type V ZEVs, which are 300 mile range FCVs, additional ZEV credits with 9 credits from 2015 through 2017 timeframe with additional incentives compared to BEVs,
	(d)(5)(D)	Clarified that additional credit multiplier if ZEV is purchased or offered for an extended lease will no longer be available after model year 2011.
	(d)(5)(E)	This subdivision allowed manufacturers to count a ZEV delivered for sale and placed in service in California as if were also delivered for sale and placed in service in a section 177 ZEV state for 2009 model year.
	(d)(5)(E)1.a	Clarified that manufacturers with a ZEV requirement only can count 177 State placements towards California compliance.
	(d)(5)(E)1.b	Clarified that manufacturers with a ZEV requirement only can count California placements towards all 177 states compliance for 2009 model year.
	(d)(5)(E)2	Clarified that LVM and IVM manufacturers with a ZEV requirement only can count California placements towards all 177 states compliance for 2010 through 2017 model year, rather than just 2014 model year Type 1.5x and Type IIx are added under this provision.
	(d)(5)(E)3	Provides an optional Section 177 state ZEV compliance path available for intermediate and large volume manufacturers. Manufacturers must submit written notification for choosing this path no later than September 1, 2014.
	(d)(5)(E)3a.	Clarified that in order to be eligible for this optional compliance path, manufacturers must place additional battery electric vehicles (BEV) in the Section 177 states equal to 0.75 percent of sales in 2016 model year and 1.5 percent of sales in 2017 model year. These obligations cannot be met with "traveled" credits, and are in addition to the existing requirements (i.e. 3 percent in each year) which can be met with "traveled" credits. Existing carry-forward and carryback provisions will remain available to manufacturers.
	(d)(5)(E)3(a)(i)	This subdivision allowed manufacturers to "pool" their ZEV credits within two regional pools: an East Region pool and a West Region pool. Trading within the regional pool will incur no premium.
	(d)(5)(E)3(a)(ii)	This subdivision allowed manufacturers to "pool" their TZEV credits between two regional pools: an East Region pool and a West Region pool. Trading between the East and West pools is allowed at a 30% premium.
	(d)(5)(E)3(b)	This subdivision specified the reduction of manufacturer's allowed transitional zero emission vehicle (TZEV) percentage in exchange for these pre-2018 ZEVs placed in Section 177 states.
	(d)(5)(E)3(b)(i)	This subdivision allowed manufacturers to "pool" their TZEV credits within two regional pools: an East Region pool and a West Region pool. Trading within the regional pool will incur no premium.
	(d)(5)(E)3(b)(ii)	This subdivision allowed manufacturers to "pool" their TZEV credits between two regional pools: an East Region pool and a West Region pool. Trading between the East and West pools is allowed at a 30%

		premium.
	(d)(5)(E)3(c)	This subdivision specified the total requirements percentages for ZEV, TZEV, AT PZEV and PZEVs for 2015, 2016 and 2017 model years.
	(d)(5)(E)3(d)	This subdivision specified the reporting requirements optional compliance path for 2015 to 2017 model years.
	(d)(5)(E)3(e)	This subdivision specified how the penalties will be handled if there is failure to meet optional 177 state compliance plan.
	(d)(5)(E)3(f)	This subdivision specified that all other provisions in section 1962.1 will still apply unless excluded. For example, the existing carry-forward and carryback provisions will remain available to manufacturers.
	(d)(5)(F)1. Through 5.	Clarified the specifications and requirements that a NEV must meet in order to receive ZEV credit from "2010 and subsequent model year" to "2010 through 2017 model year".
	(d)(5)(F)3	To simplified the warranty that must be offered for NEVs to qualify for credits. The first 6 months must be covered by full warranty and prorated for the remaining 18 months.
	(d)(5)(F)5	Specified new requirement to require that NEVs must meet the charging connection standard starting 2014 to ensure that all electric vehicles meet the same standard.
	(d)(5)(G).	This subdivision is being added to describe how Type 1.5x and Type IIx vehicle earn ZEV credits.
	(d)(5)(G)1	This subdivision specified that Type 1.5x and Type IIx vehicles to meet PZEV requirements.
	(d)(5)(G)2	This subdivision required that Type 1.5x and Type IIx to meet Type G advanced componentry requirements, that is, the vehicles must be able to run 10 all electric US06 miles before the APU turns on.
	(d)(5)(G)3	This subdivision is being added to require the vehicle's UDDS range after the APU first starts is less than or equal to the vehicle's all electric UDDS test range prior to the APU start. The subdivision also clarifies that the APU may not start until the battery is being full depleted.
	(d)(5)(G)4	This subdivision is being added to require that Type I.5x vehicles must have at least 75 miles electric urban dynamometer range and that Type IIx vehicles must have at least 100 miles electric urban dynamometer range.
	(g)(2)(A)	This subdivision is being amended to separate the 2009 through 2014 model years standards from the 2015 through 2017 model year standards. Up to model year 2014, ZEV credits are expressed in terms of g/mi NMOG. LDT2 NMOG fleet average values can be used for PZEVs for 2009 to 2011 model years. After model year 2015, the language is being modified to reflect that ZEV credits will now be expressed in terms of whole ZEV credits. This is due to new LEV III criteria pollutant fleet standards beginning in model year 2015.
	(g)(2)(B)	This subdivision is being amended to separate the 2009 through 2014 model years standards from the 2015 through 2017 model year standards. Up to model year 2014, PZEV credits are expressed in terms of g/mi NMOG. After model year 2015, the language is being modified to

		reflect that PZEV credits will now be expressed in terms of whole ZEV credits.
	(g)(2)(C)	This subdivision is being amended to include a separate account for Type I.5x and Type IIx vehicles, since those credits are treated differently.
	(g)(2)(D)	This subdivision clarified how ZEV credits and debits are to be rounded.
	(g)(2)(E)	This subdivision explained how g/mi NMOG ZEV credits will be converted into ZEV credits after 2014 model year by dividing each manufacturer's 2014 model year g/mi NMOG ZEV credit balance by 0.035.
	(g)(2)(F)	This subdivision explained how to convert its PZEV and AT PZEV credits for use after model year 2017 through discounting the value of the credits after model year 2017 model year compliance.
	(g)(4)(A)	This subdivision explained the advanced demonstration programs expiring for TZEVs in 2014 model year
	(g)(4)(B)	This subdivision explained the advanced demonstration programs for ZEVs will continue through 2017 model year.
	(g)(5)(A)	Regulatory language has been clarified to specify that transportation system credits for 2009 through 2011 ZEVs can qualify for the travel provision. The language has been also been corrected to show that TZEVs, Type I.5x vehicles and Type IIx vehicles can earn transportation system credits through model year 2017.
	(g)(5)(C)2	The language has been clarified to specify how the cap for transportation system credits earned by TZEVs applies if a manufacturer chooses to comply with the optional Section 177 state compliance path.
	(g)(6)	The purpose of this subdivision is to explain how a manufacturer submits credits for compliance with the regulation to ARB's Executive Officer, and how ZEV credits can be used to meet a manufacturer's obligation. This subdivision is being amended to separate 2009 through 2014 model years from the 2015 through 2017 model years. This is due to ZEV credits being expressed in terms of ZEV credits, instead of in g/mi NMOG ZEV credits, starting in model year 2015.
	(g)(6)(A)	The purpose of this subdivision is to explain how manufacturers are allowed to use NEV credits to meet its obligation. The table in this subdivision is being amended to extend the caps for NEV credits through 2017. The caps through 2014 were sufficient, and it is appropriate to extend the same caps through model year 2017. The language has been clarified to specify how the cap for both 2001 through 2005 neighborhood electric vehicles (NEV) and 2006 and through 2017 NEVs applies if a manufacturer chooses to comply with the optional Section 177 state compliance path.
	(g)(6)(B)	The purpose of this carry forward subdivision is to limit a large volume manufacturer's ability to bank a ZEV credit after it is earned. After the time limit is reached, the manufacturer may only use the banked ZEV credit to meet the portion of its requirement that can be met with TZEVs, AT PZEVs, or PZEVs. This subdivision is being amended to clarify the intent of the text: credits from ZEVs but not from NEVs are limited under this provision. Additionally, this subdivision is being amended to

		sunset the carry forward provisions for ZEVs after 2011 model year.
	(g)(6)(C)	The purpose of this carry forward subdivision is to limit to two years how long manufacturers other than LVMs are able to bank a ZEV credit after it is earned. This subdivision is being amended to clarify the intent of the text: credits from ZEVs but not from NEVs are limited under this provision. Additionally, this subdivision is being amended to sunset the carry forward provisions for ZEVs after 2011 model year.
	(g)(6)(D)	This subdivision is being added to specify that manufacturers may use Type I.5x and Type IIx vehicles to meet up to 50 percent of the portion of a manufacturer's requirement that must be met with credits from ZEVs.
	(g)(7)(A)	This subdivision describes the amount of time a manufacturer has to fulfill a ZEV obligation deficit. This subdivision is being amended to separate 2009 through 2014 model years from the 2015 through 2017 model years. This is due to ZEV credits being expressed in terms of whole ZEV credits, instead of in g/mi NMOG ZEV credits, starting in model year 2015. Additionally, the word "credits" is added throughout to clarify that a manufacturer is required to submit credits in compliance with the requirement, rather than vehicles. This subdivision is also being amended to clarify the intent that only credits from ZEVs are allowed to fulfill a ZEV deficit.
	(g)(8)	The purpose of this subdivision is to explain that a manufacturer will be subject to penalties if it fails to make up a ZEV deficit, and gives the equation for calculating the resulting ZEV penalty. This subdivision is being amended to separate 2009 through 2014 model years from the 2015 through 2017 model years. This is due to ZEV credits being expressed in terms of whole ZEV credits, instead of in g/mi NMOG ZEV credits, starting in model year 2015. Staff interprets the overall penalty for ZEV non-compliance to be $5,000 per whole credit not produced. The language in this subdivision is being amended to reflect this intent.
	(h)(1)	This subdivision limited the compliance determination of the test procedure for 2009 through 2017 model years. The amended date of the incorporated test procedure has been updated.
	(i)(2)	This subdivision is being added to define "auxiliary power unit" because range extended BEVs are equipped with an auxiliary power unit.
	(i)(3) through (18)	These subdivisions have been renumbered due to the addition of new definitions.
	(i)(5)	A definition for "conventional rounding method" has been added to clarify how credits are rounded in the ZEV bank and when doing ZEV calculations.
	(i)(6)	A definition for "East Region pool" has been added due to the new optional Section 177 state compliance path. "East Regional pool" means the combination Section 177 states east if Mississippi River.
	(i)(8)	This subdivision defines Enhanced AT PZEVs. This subdivision is being amended to indicate that Enhanced AT PZEV is nomenclature used through 2011 model year, and that Transitional Zero Emission Vehicle or

		TZEV is interchangeable for Enhanced AT PZEV. This subdivision is being renumbered due to the addition of other definitions.
	(i)(11)	This subdivision is being added to define "proportional value" because this value is used to calculate the ratio applied to credits earned in Section 177 ZEV states for subdivision 1962.1(d)(5)(E).
	(i)(12)	This subdivision is being added to define "Range Extended Battery Electric Vehicle" because manufacturers are allowed to meet a portion of their obligation with this new type of vehicle.
	(i)(15)	This subdivision is being added to define "Transitional Zero Emission Vehicle" to redefine Enhanced AT PZEVs, and is the new nomenclature for these types of vehicles for 2012 and subsequent model years.
	(i)(17)	A definition for "West Region pool" has been added due to the new optional Section 177 state compliance path.
§1962.2		**Zero-Emission Vehicle Standards for 2018 and Subsequent Model Year Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles** This new section 1962.2, CCR, title 13 is being added to describe the ZEV requirements for 2018 and subsequent model years, and is similar in style and structure to section 1962.1.
	(a)	The purpose of this subdivision explains the ZEV emission standard, and allows ARB's Executive Officer to certify vehicles as ZEVs that meet the definition of the standard. The language has been clarified to reflect that greenhouse gas emissions from a vehicle's air conditioning system will not exclude the vehicle from counting as a ZEV.
	(b)	The purpose of this subdivision is to outline the percentage ZEV requirements for manufacturers.
	(b)(1)(A)	The purpose of this subdivision is to describe the basic credit percentage requirement for each year that must be ZEVs, and that the ZEV requirement is to be based on the manufacturer's annual NMOG production report.
	(b)(1)(B)	The purpose of this subdivision is to calculate the number of vehicles to which the percentage ZEV requirement is applied. This subdivision also describes that production averaging has no effect on a manufacturer's size determination and clarifies how a manufacturer should treat vehicles delivered for sale by other manufacturers in their production determination.
	(b)(1)(B)3.	The purpose of this subdivision is to allow manufacturers to elect a same year calculation method if the manufacturer applies to ARB's Executive Officer under the circumstances if the manufacturer's volume of PCs and LDTs produced and delivered for sale in California has decreased by 40 percent from the previous year due to circumstances that were unforeseeable and beyond its control. A manufacturer may only elect this option for 2 years.
	(b)(1)(D)	The purpose of this subdivision is to exclude NEVs produced by the manufacturer itself or by a subsidiary from a manufacturer's applicable sales volume to which the ZEV requirement is applied. This prevents

		manufacturers producing only NEVs from generating a larger requirement than can be fulfilled, since each NEV is worth less than one ZEV credit.
	(b)(2)	The purpose of this subdivision is to describe the ZEV requirements for LVMs.
	(b)(2)(E)	The purpose of this subdivision is to describe the requirements and allowed usage of credits from TZEVs for model year 2018 through 2025. The table describes the portion of the requirement that must be met with credits from ZEVs and the portion of the requirement that is allowed to be met with credits from TZEVs.
	(b)(2)(F)	The purpose of this subdivision is to describe the requirements and allowed usage of credits from TZEVs for 2026 and subsequent model years.
	(b)(3)	The purpose of this subdivision is to describe how IVMs are allowed to meet their 2018 and subsequent model year requirements, which is with credits from TZEVs.
	(b)(4)	The purpose of this subdivision is to exempt SVMs from meeting ZEV percentage credit requirements, but to allow a SVM to earn, bank, market, and trade credits for the ZEVs and TZEVs it produces.
	(b)(7)	The purpose of this subdivision is to describe the lead time and method for determining when and how a manufacturer is subject to requirements as it increases and decreases in size definition.
	(b)(7)(A)	The purpose of this subdivision is to describe that a manufacturer increasing in size, either due to aggregation or through increase in the manufacturer's sales, will become subject to more stringent requirements after the manufacturer has three consecutive sales averages above the intermediate or large volume thresholds
	(b)(7)(B)	The purpose of this subdivision is to describe that a manufacturer decreasing in size will become subject to less stringent requirements after the manufacturer has three consecutive sales averages below the intermediate or small volume thresholds.
	(b)(7)(C)	This subdivision explains how to calculate California production volume in change of ownership situations.
	(c)	This subdivision describes the requirements and credits for TZEVs.
	(c)(1)	This subdivision introduces the rest of the subdivision.
	(c)(2)	This subdivision outlines the requirements that a vehicle must meet in order to be eligible for credit through the ZEV regulation.
	(c)(2)(A)	This subdivision describes that a manufacturer must certify to SULEV tailpipe standards, even if the vehicle is bi-fuel, fuel flexible and dual-fuel capable.
	(c)(2)(B)	This subdivision describes the evaporative emissions standards a TZEV must certify to in order to receive credit. This subsection establishes which evaporative emission standards a TZEV is to certify to in section 1976, which is the zero evaporative standard. This language is been clarified to ensure TZEVs meet the most stringent evaporative emission standards available.

	(c)(2)(C)	This subdivision describes the on-board diagnostic requirements for 150,000 miles that a TZEV must meet in order to receive credit.
	(c)(2)(D)	This subdivision describes the warranty a manufacturer must provide for each TZEV in order to receive credit.
	(c)(3)	This subdivision describes the allowances a TZEV can earn. The header in the table in this section has been clarified to show that transitional zero emission vehicles (TZEV) with certain all electric range (AER), rather than equivalent all electric range (EAER) will qualify for credit under this subsection.
	(c)(3)(A)	This subdivision describes how a manufacturer is to calculate its zero emission VMT allowance. The table in this subdivision describes equations manufacturers must use to determine their zero emission VMT allowance and that TZEVs with less than 10 all electric range does not qualify for this allowance. The language with the appropriate acronym for all electric range, which is AER, not Rcda. The amended date of the incorporated test procedure has been updated.
	(c)(3)(A)1.	This subdivision allows TZEVs with 10 miles all electric range on the US06 drive schedule to receive additional credits. A reference for determining a vehicle's US06 AER capability has been corrected to section G.7.5 within the incorporated test procedure.
	(c)(3)(E)	This subdivision describes the minimum requirements for HICE vehicles and the amount of credit each HICE vehicle is to earn.
	(d)	This subdivision describes the requirements and credits for ZEVs.
	(d)(5)	This subdivision describes the various types of credits for 2018 and subsequent model year ZEVs.
	(d)(5)(A)	This subdivision describes how a manufacturer is to calculate the amount of credit earned by each ZEV, which is based on range, according to the equation in this subdivision.
	(d)(5)(A)1	This subdivision requires all ZEVs to have greater than 50 UDDS all electric miles in order to receive credit.
	(d)(5)(A)2	This subdivision caps the amount of credit that may be received through the equation in subdivision 1962.2(d)(5)(A) for each ZEV.
	(d)(5)(E)	This subdivision allows manufacturers to count hydrogen FCVs delivered for sale and placed in service in California to be counted toward meeting the manufacturer's requirement in the Section 177 ZEV states that have adopted the ZEV regulation. This is due to hydrogen FCVs being dependent on hydrogen infrastructure, which is less robust in the Section 177 ZEV states.
	(d)(5)(F)	This subdivision describes how NEVs are eligible to receive 0.15 credits.
	(d)(5)(F)1	This subdivision describes the technical specifications that NEVs must meet in order to receive credit. These specifications guarantee only the most advanced NEVs are eligible to receive credit.
	(d)(5)(F)1.a.	This subdivision describes the acceleration requirements that a NEV must meet in order to receive credits.
	(d)(5)(F)1.b.	This subdivision describes the top speed requirements that a NEV must

		meet in order to receive credits.
	(d)(5)(F)1.c.	This subdivision describes the constant speed range requirements that a NEV must meet in order to receive credits.
	(d)(5)(F)2.	This subdivision describes the battery requirements that a NEV must meet in order to receive credits.
	(d)(5)(F)3.	This subdivision describes the warranty requirements that a NEV must meet in order to receive credits.
	(d)(5)(F)4	This subdivision describes the charging requirements that a NEV must meet in order to receive credits.
	(d)(5)(G)	This subdivision describes the requirements manufacturers must meet in order for BEVxs, which is a BEV with an APU for back-up power to be eligible to receive credit.
	(d)(5)(G)1.	This subdivision describes the emissions requirements a BEVx must meet in order to receive credit to ensure the vehicle is low-emitting under all circumstances.
	(d)(5)(G)2.	This subdivision requires the vehicle's UDDS all electric range after the APU first starts is less than or equal to the vehicle's all electric UDDS test range prior to the APU start. The subdivision also clarifies that the APU may not start until the battery is being full depleted. These requirements ensure that the APU functionality is limited and that the unit is not relied upon instead of the battery electric power.
	(d)(5)(G)3.	This subdivision requires that in order to receive credit, BEVxs must have at least 80 miles UDDS all electric range.
	(g)	The purpose of this subdivision it to describe the generation and use of credits, as well as the calculations of penalties if the manufacturer is unable to make up a deficit in meeting its ZEV obligation.
	(g)(1)	This subdivision allows manufacturers to bank ZEV credits produced in excess of its requirement.
	(g)(2)	This subdivision describes how manufacturers are to calculate and maintain credits earned under this regulation.
	(g)(2)(A)	This subdivision describes that credits from ZEVs shall be expressed in terms of credits, and that those credits may be applied toward meeting a manufacturer's ZEV requirement.
	(g)(2)(B)	This subdivision describes that credits from TZEVs shall be expressed in terms of credits, and that those credits may be applied toward meeting a manufacturer's ZEV requirement.
	(g)(2)(C)	This subdivision describes that a manufacturer's various credits will be maintained in separate accounts within the ZEV bank.
	(g)(2)(D)	This subdivision describes how ZEV credits and debits are to be rounded. The language is meant to provide clarification and to avoid differences in calculating ZEV credits and debits.
	(g)(3)	This subdivision allows manufacturers to earn credit for MDVs produced as ZEVs or TZEVs, and apply those credits towards its ZEV obligation.
	(g)(4)	This subdivision outlines how manufacturers other than LVMs are to earn advanced demonstration credits for ZEVs and BEVxs.
	(g)(4)(B)	This subdivision describes the requirements and limits for manufacturers other than LVMs that place ZEVs in advance demonstration programs

		and earn credit as if the vehicle was delivered for sale.
	(g)(5)	This subdivision describes how ZEV credits earned by vehicle placed in transportation systems may be used in 2018 and subsequent model years.
	(g)(5)(C)	This subdivision describes the limits on the use of transportation system credits for meeting a manufacturer's requirement.
	(g)(5)(C)1.	This subdivision describes the treatment and limits on the use of transportation system credits earned by ZEVs and BEVxs for meeting a manufacturer's requirement.
	(g)(5)(C)2.	This subdivision describes the treatment and limits on the use of transportation system credits earned by TZEVs for meeting a manufacturer's requirement.
	(g)(6)	This subdivision describes how a manufacturer submits credits for compliance with the regulation to ARB's Executive Officer, and how ZEV credits can be used to meet a manufacturer's obligation.
	(g)(6)(A)	This subdivision describes how discounted PZEV and AT PZEV credits and NEV credits may be used to meet a portion of a manufacturer's obligation, and that these credits expire after model year 2025.
	(g)(6)(B)	This subdivision describes how BEVx credits may be used to meet a portion of a manufacturer's obligation.
	(g)(6)(C)	This subdivision describes how a manufacturer applies for, generates, calculates, and uses GHG-ZEV over compliance credits.
	(g)(6)(C)1	This subdivision allows a manufacturer to apply to ARB's Executive Officer to be eligible to generate GHG-ZEV over-compliance credits, no later than December 31, 2016.
	(g)(6)(C)1.a	This subdivision disqualifies a manufacturer with any outstanding 2017 and previous model year debits from compliance with the GHG fleet standards, according to sections 1961.1 and 1961.3. This subsection is being modified to include references to the National greenhouse gas fleet standards.
	(g)(6)(C)1.b.	This subdivision disqualifies a manufacturer with any outstanding 2017 and previous model year debits from compliance with the ZEV regulations, according to sections 1962.1.
	(g)(6)(C)1.c.	This subdivision requires a manufacturer to submit documentation of its projected product plan to show systematic over compliance by at least 2.0 gCO2/mi of its section 1961.3 requirements for 2018 through 2021 model year, and commitment to do so in each year. This subsection is being modified to include references to the National greenhouse gas fleet standards.
	(g)(6)(C)2.	This subdivision describes how a manufacturer is to calculate its over compliance with section 1961.3, which will be based on the previous model year. This subsection is being modified to include references to the National greenhouse gas fleet standards.

	(g)(6)(C)2.a.	This subdivision requires that a manufacturer must over comply with section 1961.3 by at least 2.0 gCO2/mi and describes the equation used for calculating GHG-ZEV over compliance credits for use towards meeting a manufacturer's ZEV requirement. This subsection is being modified to include references to the National greenhouse gas fleet standards.
	(g)(6)(C)2.b.	This subdivision prohibits the use of multipliers earned under subdivision 1961.3(b)(9) to calculate a manufacturer's GHG-ZEV over compliance credits. This subsection is being modified to include references to the National greenhouse gas fleet subsections that may not be included in a manufacturer's greenhouse gas over compliance calculation.
	(g)(6)(C)2.c.	This subdivision prohibits the use of banked gCO2/mi credits to be used in the GHG-ZEV over compliance credit calculation. This subsection is being modified to include references to the National greenhouse gas fleet standards.
	(g)(6)(C)3	The purpose of this subdivision to limit the way GHG-ZEV over compliance credits may be used to meet a manufacturer's requirement in model years 2018 through 2021, as well as the limits on how the GHG-ZEV over compliance credits may be used towards meeting the minimum portion of a manufacturer's requirement that must be met with ZEVs. This subdivision also prohibits a manufacturer from banking these credits for use in subsequent model years, and requires a manufacturer to remove the gCO2/mi used to calculate the GHG-ZEV over compliances credits from its GHG compliance bank, and cannot bank for future compliance toward 1961.3. This subsection is being modified to include references to the National greenhouse gas fleet standards.
	(g)(6)(C)4	This subdivision describes what is required of a manufacturer when submitting GHG-ZEV over compliance credits. This subsection is being modified to include references to the National greenhouse gas fleet standards.
	(g)(6)(C)4.a.	This subdivision provides that a manufacturer who is granted the ability to generate GHG-ZEV over compliance credits and fails to over-comply by at least 2.0 gCO2/mi will be subject to the full ZEV requirements for the model year and future model year, and will no longer be eligible to receive GHG-ZEV over compliance credits.
	Subsection (g)(6)(C)5	This subsection is being deleted, because with this rulemaking, the federal greenhouse gas program is being made available for demonstration of compliance with section 1961.3.
	(g)(7)	This subdivision describes the requirement and time limit to fulfill a ZEV deficit, as well as the penalties a manufacturer would be subject to if the

		manufacturer failed to make up a ZEV deficit.
	(g)(7)(A)	This subdivision describes the amount of time – one year – a manufacturer has to fulfill a ZEV obligation deficit, and that only credits from ZEVs may be used to fulfill a manufacturer's deficit.
	(g)(8)	This subdivision describes the penalties for failure to comply with the ZEV regulation, and the equation used to calculate a manufacturer's penalty because a manufacturer incurs a penalty if out of compliance with the regulation
	(h)	This subdivision describes the documents used to certify and determine compliance with the ZEV regulation.
	(h)(1)	This subdivision names the test procedures used for certification to determine compliance with the ZEV regulation: "California Exhaust Emission Standards and Test Procedures for 2018 and Subsequent Model Zero-Emission Vehicles and Hybrid Electric Vehicles, in the Passenger Car, Light-Duty Truck and Medium-Duty Vehicle Classes." It is necessary to amend this subsection to update the amended date of the incorporated test procedure.
	(h)(2)	This subdivision names the test procedures for determining compliance with NEV requirements.
	(i)	This subdivision holds the definitions for section 1962.2.
	(i)(1)	This subdivision defines "auxiliary power unit" because range extended BEVs are equipped with an auxiliary power unit
	(i)(2)	This subdivision defines "charge depletion range actual" because a TZEVs charge depletion range actual is used to calculate its zero emission VMT allowance.
	(i)3	A definition for "conventional rounding method" has been added to clarify how credits are rounded in the ZEV bank and when doing ZEV calculations.
	(i)(4)	This subdivision defines "discounted PZEV and AT PZEV credits" because manufacturers are allowed to use discounted PZEV and AT PZEV credits in meeting a portion of their overall requirement.
	(i)(5)	A definition for "East Region pool" means the combination Section 177 states east if Mississippi River.
	(i)(6)	This subdivision defines "energy storage device" because a TZEV's extended warranty covers the vehicle's energy storage device.
	(i)(7)	This subdivision defines "hydrogen fuel cell vehicle" because manufacturers are allowed to meet a portion of their obligation with hydrogen fuel cell vehicles, and these vehicles are eligible for subdivision 1962.2(d)(5)(E).
	(i)(8)	This subdivision defines "hydrogen internal combustion engine vehicle" because manufacturers are allowed to meet a portion of their obligation with hydrogen internal combustion engine vehicles.
	(i)(9)	This subdivision defines "majority ownership situations" because manufacturers are to aggregate their sales with another manufacturer for determination of size definition in majority ownership situations.
	(i)(10)	This subdivision defines "manufacturer US PC and LDT Sales" because

		manufacturer's US PC and LDT sales are used to calculate a manufacturer GHG-ZEV over compliance credits.
	(i)(11)	This subdivision defines "neighborhood electric vehicles" because manufacturers are allowed to meet a portion of their obligation with neighborhood electric vehicles.
	(i)(12)	This subdivision defines "placed in service" because in order for hydrogen FCVs to be eligible for subdivision 1962.2(d)(5)(E), the vehicles must be placed in service.
	(i)(13)	This subdivision defines "proportional value" because this value is used to calculate the ratio applied to credits earned in Section 177 ZEV states for subdivision 1962.2(d)(5)(E).
	(i)(14)	This subdivision defines "range extended battery electric vehicle" because manufacturers are allowed to meet a portion of their obligation with range extended BEVs.
	(i)(15)	This subdivision defines "section 177 state" because the federal Clean Air Act allows other states to adopt this ZEV regulation and the term is used throughout subdivision 1962.2(d)(5)(E)
	(i)(16)	This subdivision defines "transitional zero emission vehicle" because manufacturers are allowed to meet a portion of their obligation with transitional zero emission vehicles.
	(i)(17)	A definition for "West Region pool" has been added due to the new optional Section 177 state compliance path.
	(i)(18)	A definition for "Zero emission vehicle" or "ZEV" was added.
	(i)(19	A definition of "Zero emission vehicle fuel" was added.
	(j)	The purpose of this subdivision is to define abbreviations used throughout section 1962.1. New abbreviations are being added as appropriate. Some abbreviations have been removed because they no longer apply nor are used in the regulatory text.
	(l)(1)(A)	The purpose of this subdivision is to clarify that credit balances for each type of ZEV regulation vehicle is required to be disclosed annually. This subdivision is being amended to include Type I.5x and Type IIx vehicles. This is because Type I.5x and Type IIx vehicles are a new vehicle category and are to be treated the same as ZEVs under most circumstances.
1976		**Standards and Test Procedures for Motor Vehicle Fuel Evaporative Emissions**
	Subsection (b)(1)(G)3	*Carry-Over of 2014 Model-Year Evaporative Families Certified to the Zero-Fuel Evaporative Emission Standards*. The purpose of this subsection is to allow 2014 model year vehicles certified to the optional zero-evaporative emission standards set forth in 13 CCR 1976(b)(1)(E) to carry-over to meet the new LEV III phase-in requirements from the 2015 through 2018 model years. The proposed amendment would clarify that for a vehicle certified using this carry-over provision, in-use compliance shall be determined using the zero-evaporative standards the 2014 model year vehicle originally certified to, rather than the family emission limit assigned for the purpose of calculating the fleet-average hydrocarbon emission values.

	Subsection (c)	It is necessary to amend this subsection to update the amended date of the incorporated test procedure.